

New York Stock Market

New York, June 16.—The stock market to-day was abandoned to dullness and neglect. Immediate developments were ignored, and the professional traders were driven to framing conjectures over what might prove to be the market's response to expected happenings in the future. It was urged that the enactment of the railroad bill, when completed, ought to open the way for some activity in the speculation, although the short time yet required and the definitive form to be taken by the statute are taken for granted.

A more influential factor in the depression of the speculation is the contest to be waged over the coming attempt to secure higher freight rates. The determination expressed by shipper and carrier to form a strong organization to contest the proposed advances aroused some anxiety among those who rely on the higher rates to keep up profits. The prospect of this contest points to the employment of tactics that may prove discouraging to stock market activity. The symptoms of acerbity among railroad executives themselves in the discussion of the question of retrenchment, and the broad insinuation by the president of the Great Northern that stock market policy rather than operating exigencies govern some of the propositions advanced, were taken as suggestive of the direction in which the rate contest might influence the stock market.

The resolution of inquiry adopted by the House calling for information regarding the Attorney-General's investigation of the United States Steel Corporation was discussed with some show of interest, but the effect on the market was negligible. Equally so was the report of the awarding of contracts for the Panama Canal locks, involving large steel orders, and the increase of steel orders said to have been received in the last few days. The decrease in the European visible supply of copper did not help the copper individuals, the price of the metal receding again in London.

Crop news was not decisive of any change in conditions, the grain regions hoping for more rain and the cotton regions feeling relief over the absence of precipitation. Increased dividend disbursements by several scattered public utility corporations was not of perceptible effect on those securities as a class.

Money remained easy in tone, but it was questioned whether this condition was not influenced by the purpose of lenders to keep funds available in short term loans or on call in a mood of doubt over later developments. The Bank of England's weekly return revealed the ability of the London money market to reduce its indebtedness to the Bank of England in spite of the further heavy influx of taxes to the item of government deposits. A favorable impression was made by the quick turn over one or two recent bond issues small in themselves. The inference was drawn that the requirement of investors for high return formed a substantial element in the apathy of the investment market as any absolute scarcity of capital.

Bonds were irregular. Total sales, par value, \$1,068,000. United States bonds were unchanged. Total sales for the day, 293,800 shares.

New York, June 16.—Prime mercantile paper, 4-4 1/2 to 4-5 1/2 per cent. Sterling exchange firm with actual business in bankers' bills at \$1.54 1/2 to \$1.55 for sixty-day bills, and at \$1.55 1/2 for demand. Commercial bills, \$1.53 1/2 to \$1.54. Money on call steady, 2-4 to 2-4 1/2 per cent. Time loans, 2-4 1/2 to 2-5 per cent. Closing bid, 2-5 1/2, offered at 3 per cent. Time loans, quiet and firm; sixty days, 3-4 1/2 to 4 per cent, and ninety days, 3-1/2 to 4 per cent, 4-1/2 to 4-1/2 per cent.

RICHMOND STOCK MARKET.
Richmond, Va., June 16, 1910.
SALES AT A BOARD.
Virginia Centuries—100 at \$1.00.
The Virginia-Carolina Chemical preferred—1 at \$1.00.

STATE SECURITIES. Bid. Asked.
Virginia 3s, Old, C. and R., 1912... 86 86 1/2
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RAILROAD BONDS. Bid. Asked.
A. C. & O. R. R. Co. 4s, 1914... 91 91 1/2
C. & O. R. R. Co. 4s, 1914... 91 91 1/2

RAILROAD STOCKS. Par.
Atlantic Coast Line Co. 100 120
Chesapeake and Ohio... 100 110
Norfolk and Western... 100 100

BANK AND TRUST CO. STOCKS. Par.
American National... 100 100
Bank of Richmond... 100 100
Bank of Commerce and Trust... 100 100

MISCELLANEOUS. Par.
American Locomotive... 100 100
Valley Forge... 100 100

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Atlantic Coast Line Co. 100 120
Chesapeake and Ohio... 100 110
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Official Range and Sale of Stocks in New York

By THOMAS BRANCH & CO., Bankers and Brokers.

SALES:					SALES:				
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	Open.	High.	Low.	Closing.		Open.	High.	Low.	Closing.
Amer. Agr. Chem. Co.	30 1/2	31 1/2	30 1/2	31 1/2	324	Great Northern Ore cts	60	60	60
200 Allis-Chalmers	9	9	9	9 1/4	9 1/4	Illinois Central	104	104	104
100 Allis-Chalmers, pfd.	20 1/4	20 1/4	20 1/4	20 3/4	21	210 Int. Metropolitan, pfd.	50	50	50
17,500 Amalgamated Copper	62 1/4	62 1/4	61 1/4	62 1/4	62 1/4	300 Int. Mer. Marine, com.	64	64	64
1,700 American Can	70 1/2	70 1/2	70 1/2	70 1/2	71	100 Int. Paper, pfd.	50	50	50
100 Amer. Can. pfd. & X	70 1/2	70 1/2	70 1/2	70 1/2	71	400 Kan. City South, com.	31 1/2	31 1/2	31 1/2
200 Amer. Car. and Foundry	54 1/2	55	54 1/2	54 1/2	55	400 Kansas City South, pfd.	104 1/2	104 1/2	104 1/2
Amer. Car. and Foun. pfd.	54 1/2	55	54 1/2	54 1/2	55	100 Manhattan	120	120	120
Amer. Cotton Oil	43	43	43	43 1/2	43 1/2	200 Mo. Kan. and Texas...	33 1/2	33 1/2	33 1/2
Amer. Locomotive	43	43	43	43 1/2	43 1/2	100 Mo. Kan. and Tex. pfd.	34 1/2	34 1/2	34 1/2
Amer. Locomotive, pfd.	43	43	43	43 1/2	43 1/2	1,000 Nat. Lead	73	73	73
American Mkt. pfd.	74 1/2	75 1/2	74 1/2	75 1/2	75 1/2	4,000 New York Central	116 1/2	116 1/2	116 1/2
American Smelting	104	104 1/2	104 1/2	104 1/2	104 1/2	100 Northern Pacific	106	106	106
100 American Beet Sugar	34	34	34	34 1/2	34 1/2	100 Norfolk and Western...	100	100	100
American Sugar	34	34	34	34 1/2	34 1/2	1,200 Northern Pacific	124 1/2	124 1/2	124 1/2
Amer. Tel. and Tel. Co.	104	104 1/2	104 1/2	104 1/2	104 1/2	5,000 Pennsylvania	121 1/2	121 1/2	121 1/2
American Tobacco	42 1/2	43	42 1/2	43	43	500 People's Gas	106	106 1/2	106
American Tobacco, pfd.	42 1/2	43	42 1/2	43	43	200 Pressed Steel Car	35 1/2	35 1/2	35 1/2
Anaconda Copper	104	104 1/2	104 1/2	104 1/2	104 1/2	Ry. Steel Spring, com.	57	57	57
200 Atchafalaya	104	104 1/2	104 1/2	104 1/2	104 1/2	5,500 Reading	164 1/2	164 1/2	164 1/2
235 Atlantic Coast Line	120	120 1/2	120 1/2	120 1/2	120 1/2	300 Republic Iron and Steel	81 1/2	81 1/2	81 1/2
1,600 Baltimore and Ohio	111 1/2	111 1/2	110 1/2	111 1/2	111 1/2	5,200 Rock Island	30 1/2	30 1/2	30 1/2
100 Brooklyn Rapid Transit	104	104 1/2	104 1/2	104 1/2	104 1/2	400 Rock Island, pfd.	85 1/2	85 1/2	85 1/2
100 Canadian Pacific	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	6,000 Southern Railway	120 1/2	120 1/2	120 1/2
Central Leather	35	35	35	35	35	300 Southern Railway, pfd.	24 1/2	24 1/2	24 1/2
Chesapeake and Ohio	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	100 Standard Oil	61 1/2	61 1/2	61 1/2
Chicago Great Western	27	27 1/2	27 1/2	27 1/2	27 1/2	200 Tennessee Copper	24 1/2	24 1/2	24 1/2
Chi. Great West. pfd.	48	48	48	48 1/2	48 1/2	500 Texas Pacific	10 1/2	10 1/2	10 1/2
Chi. Mil. and St. Paul	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	100 Union Pacific	170 1/2	170 1/2	170 1/2
Chicago and Northwest	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	100 U. S. Steel	61 1/2	61 1/2	61 1/2
Clv. Cin. Chi. and St. L.	78	78	78	78	78	United States Rubber	7	7	7
Colorado Fuel and Iron	35	35	35	35	35	75,000 United States Steel	77	77	77
Colorado and Southern	13	13	13	13 1/2	13 1/2	100 U. S. Steel, pfd.	115 1/2	115 1/2	115 1/2
Col. and South. 1st pfd.	76	76	76	76	76	100 Va.-Car. Chemical	69 1/2	69 1/2	69 1/2
Consolidated Gas	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	Va.-Car. Chemical, pfd.	69 1/2	69 1/2	69 1/2
Crucible Steel	13	13	13	13 1/2	13 1/2	1,500 Vashaw	18 1/2	18 1/2	18 1/2
Crucible Steel, pfd.	13	13	13	13 1/2	13 1/2	100 Vt. Waterbury	42 1/2	42 1/2	42 1/2
Delaware Locomotive	196	196	196	196 1/2	196 1/2	100 Western Union	63 1/2	63 1/2	63 1/2
Den. and Rio Gran. com.	34 1/2	35	34 1/2	34 1/2	35	Total sales for day, 255,200 shares.			
Den. and Rio Gran. pfd.	34 1/2	35	34 1/2	34 1/2	35				
500 Distillers Sec. Corp.	28 1/2	29	28 1/2	28 1/2	29				
100 Erie	27	27 1/2	27 1/2	27 1/2	27 1/2				
100 Erie, 1st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 2nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 3rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 4th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 5th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 6th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 7th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 8th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 9th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 10th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 11th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 12th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 13th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 14th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 15th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 16th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 17th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 18th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 19th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 20th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 21st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 22nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 23rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 24th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 25th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 26th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 27th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 28th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 29th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 30th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 31st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 32nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 33rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 34th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 35th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 36th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 37th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 38th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 39th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 40th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 41st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 42nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 43rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 44th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 45th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 46th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 47th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 48th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 49th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 50th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 51st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 52nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 53rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 54th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 55th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 56th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 57th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 58th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 59th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 60th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 61st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 62nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 63rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 64th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 65th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 66th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 67th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 68th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 69th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 70th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 71st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 72nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 73rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 74th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 75th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 76th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 77th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 78th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 79th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 80th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 81st pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 82nd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 83rd pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 84th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 85th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 86th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 87th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1/4				
100 Erie 88th pfd.	45 1/4	45 1/4	45 1/4	45 1/4	45 1				